

East Germany

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REPORT NO.

COUNTRY

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TOPIC

Neuruppin Airfield

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT

10 to 26 March 1954

DATE OBTAINED

DATE PREPARED

633881

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REFERENCES

PAGES

3

ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

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1. The following observations were made at Neuruppin airfield between 10 and 26 March 1954:

10 March. Between 10:30 a.m. and noon, there was formation flying by 4 aircraft flying in two elements. Shortly after noon, 7 single-engine aircraft flying in close wedge formation crossed over the field from southwest to northeast at an altitude of 600 to 800 meters. Flights were made by 3 Po-2s from Bechlin airfield. The weather was cloudless.

11 March. Between 1 p.m. and 3:30 p.m., 3 Po-2s practiced take-offs, local flights and landings. There was a scattered cloud base when high fog had dissipated in the course of the morning.

12 March. No air activity was conducted. There was dense fog.

16 March. No air activity was conducted. There was misty weather with a visibility of 2 kilometers.

17 March. During the morning, 2 Po-2s made local flights. Between 11 a.m. and 1 p.m., about 3 individual flights were made by MiG-15 or U-MiG-15s which flew in or above the closed ceiling for 20 to 25 minutes.

19 March. Po-2s towed sleeve targets for AAA. Between 11 a.m. and 1 p.m., some high-altitude flights were made by MiG-15 or U-MiG-15s.

20 March. There was an 8/10 overcast with cumulus clouds. After 8:30 a.m., the sky was cloudless and visibility was limited to about 10 km. Between 8:30 a.m. and 10:30 a.m., two elements of two aircraft each practiced formation flying and two individual MiG-15s performed aerobatics with much skill. Beginning at approximately 10 a.m., 24 MiG-15 or U-MiG-15s were being arranged on the turning apron. Some of the aircraft, including the 4 alert planes from the western section of the field, were towed by tractors from the hangar area, while others were pushed by soldiers. At 11:21 a.m., the take-offs were made from west to east; two elements took off at the same time. Source determined

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by means of a stop-watch that the 24 aircraft took off exactly within 95 seconds. The formations of twos and fours assembled in one formation of 3 squadron wedges over the area northeast and north of Neuruppin, while flying a large left curve. Each squadron consisted of 8 aircraft with 4 of them flying in echelon at the right side and 3 at the left side of the leading aircraft. The distance between the individual aircraft was about one aircraft length and the interval was half a wing span. The aircraft simultaneously climbed, and then crossed over the field from the north at an altitude of 5,000 to 6,000 meters. Subsequently, the formation flew a left curve south of the field and crossed over the field from south to north. Then the formation turned, lost altitude and crossed the field from the north flying at an altitude of about 2,500 meters. The formation broke up south of the western end of the runway and the individual aircraft approached for landing while flying a wide circle over the field. The first aircraft landed at 12:10 p.m. and the last at 12:14 p.m. Formation flying, take-offs and landings were conducted with great accuracy.

21 March. There was no air activity throughout the day. The weather was cloudless during the morning and became cloudy in the afternoon. Shortly before 4 p.m., 24 MiG-15 or U-MiG-15s, 2 Yak-11s, 3 Po-2s and 1 Li-2 were counted at the field, including 4 alert aircraft on the southern dispersal area, 6 MiG-15s or U-MiG-15s with small starter carriages connected to the left wings directly in front of hangar No 1, and the other 14 MiG-15s in line with hangar No 2.

22 March. Between 5 p.m. and 6:50 p.m., 3 Po-2s practiced local flying, figure eights, and steep banked turns. At 6 p.m., a Yak-14 took off heading south.

26 March. There was no air activity throughout the day. The ceiling was closed and it rained.<sup>1</sup>

2. Between 8:45 a.m. and 11:30 a.m. on 19 March, the AA unit at the field practiced firing with live ammunition at white sleeve targets towed by Po-2s. The sleeve targets were 4 to 5 meters long, about 60 cm in diameter, and at the end of ropes 100 to 120 meters long. The Po-2s took off and landed without the sleeve targets. Source could not determine whether the air sleeves were extended through a flap in the bottom of the fuselage or through the observer's seat. The towing rope was fitted at the underside of the fuselage, about in line with the tail. Each Po-2 was equipped with 2 sleeve targets. The pierced sleeve targets were dropped over the field center after 2 or 3 approach flights. The aircraft landed after the second sleeve target had been dropped. Two Po-2s towing sleeve targets were simultaneously aloft. Firing was practiced from 2 AA gun emplacements, each equipped with 3 x 37-mm AA guns and 2 emplacements each with 3 or 4 x 25-mm AA guns. One of the two former emplacements was located near the Klappgraben (ditch) and the second one, which usually could not be seen, was about 200 meters southeast of the sunken road leading to the ammunition dump at the western edge of the field, as had formerly been determined. From the sounds heard from this emplacement, source inferred that 3 x 37-mm AA guns were located there. Of the two 25-mm AA emplacements, one could not be observed but it was believed to be located about northwest of the repair hangar in the southeastern corner of the field, as was inferred from the line of fire of tracer ammunition; the second emplacement was about 300 meters north of the site where the middle taxiway meets the runway. There were 3 or 4 AA guns in open firing position. Firing was simultaneously practiced from one emplacement each with 37-mm AA guns and 25-mm AA guns. The Po-2 flew in various courses over the field at an altitude of about 400 meters just below the clouds. Each time, the 37-mm AA guns fired 5 rounds and each of the 25-mm AA guns gave

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about 3 bursts of fire, each burst consisting of 10 to 15 rounds. The 25-mm AA guns used tracer ammunition at a rate of 1:3. About 4 p.m., the 25-mm AA gun emplacement north of the point where the middle taxiway meets the runway was no longer occupied.<sup>2</sup>

25X1 3. Motor vehicles observed entering and leaving the field [redacted]  
 25X1 [redacted] sedan [redacted] both with drivers wearing black-bordered  
 25X1 blue epaulets, and ambulance [redacted]  
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4. The following air activity and aircraft were observed at the field between 13 and 23 March:

13 March. About 7:40 a.m., a Po-2 landed at the field and at 8:30 a.m. an aircraft of the same type took off. The ceiling was closed. Between 10:30 a.m. and 12:30 p.m., there was local flying by MiG-15 or U-MiG-15s, which apparently made practice flights. When airborne the aircraft climbed at a flat angle.

14 March. No air activity was conducted. The alert flight at the eastern end of the runway consisted of 4 MiG-15s.

14 to 19 March. There was no air activity. Source repeatedly observed that groups of 4 to 6 men received instruction on aircraft.

20 March. At 11:20 a.m., 24 MiG-15 or U-MiG-15s continually took off in elements of twos. The aircraft assembled in formations of 8 each and repeatedly crossed over the field.

21 March. No air activity was observed.

23 March. Between 10 a.m. and 1:45 p.m., individual MiG-15 or U-MiG-15s made local flights. Some of the aircraft kept an interval of 30 minutes between the individual take-offs.

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[redacted] 5. On 15, 16 and 18 March, no air activity was observed at the field. The weather was overcast and hazy. At 8 a.m. on 19 March, a Po-2 took off and subsequently flew at an altitude of about 150 meters, apparently for weather reconnaissance. On 20 March, a large number of MiG-15 or U-MiG-15s took off in elements of twos at 11:20 a.m., assembled in formation, and landed at 12:15 p.m. On 21 March, 4 alert MiG-15s and 18 to 20 MiG-15 or U-MiG-15s, the latter being in front of the hangers, were counted at the field.<sup>1</sup>

25X1 1. [redacted] Comment. Neuruppin airfield is occupied by a fighter regiment equipped with about 28 MiG-15s. The detailed information on training activity by the aircraft, particularly the formation flight observed on 20 March, indicates that the pilots have reached a high status of training. Young pilots continued training on Po-2s and Yak-11s.

25X1 2. [redacted] Comment. It is believed that one AA battery each of 25-mm guns and 37-mm guns is located at Neuruppin airfield.

25X1 3. [redacted]

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